

# INFORMATION REPORT

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SUBJECT Harbor Installations in Cherepovets

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1. The town of Cherepovets (59°08'N/37°54'E) is located on the northern shore of the northernmost bight of the Rybinsk Reservoir. The bight, which extends in a west-east direction, was converted into a harbor. From the southeast, the River Sheksna, about 200 to 300 meters wide, flows from a bend into the bight which is 300 to 500 meters wide. The harbor of Cherepovets is used as a transshipment point for traffic on the Volga-Sheksna-Vyegra Canal. The large ships coming from the Volga River must transship their cargo there into smaller vessels and vice versa. Wharves, most of them wooden ones, were built along the shores of the inner bight and the last stretch of the Sheksna River. A large number of vessels can be moored there. Passenger-steamers traffic is handled at the middle of the northern wharf. The other wharves and piers are equipped according to their use with spur tracks, warehouses, some elevators for grain and lumber, etc.
2. Prior to 1949, only a few cranes were available on the wharves. A floating crane with an estimated lifting power of 50 tons was moved by two tugs as required. Otherwise transloading was mainly done by hand. There was a minor coaling station both for ships and the town. Oil tank installations were also available. From 1946 to 1949 building materials for the STU Firm were chiefly unloaded on the western corner of the northern shore. This firm erected large industrial plants such as the Aluminum Works in Cherepovets. Most of the vessels seen at this harbor were tow barges. Northbound unpowered vessels were towed only singly. Down river towed convoys with up to two tugs and eight tow barges were observed. Barges, which came from the Oder, Elbe, and Rhine Rivers, as their inscriptions indicated, were also observed. In addition to building material, foodstuffs, wool and cotton, oil, gasoline, and some coal were transshipped.
3. A naval base was erected on the northern bank of the Sheksna River. The installation covered an area of a few hundred square meters. Three two-story buildings and one three-story building with a radio mast, 6 meters high, on its roof were observed. Fuel oil was conveyed to the wharves through pipelines from two storage basins, each of them 50 meters square. A few other pipelines, which ran above ground over a distance of a few hundred meters, continued underground to underground oil tanks in the hills nearby. \* A junior captain of the Soviet Navy was in command of the naval base. When the unit fell in, 7 officers and about 100 petty officers and EM were observed. From August to October 1948, submarines, minelayers and minesweepers, and allegedly also PT boats, were seen in the base. Between 20 and 30 October 1948, about six war vessels were moored at the naval base or lying at anchor outside the mouth of the Sheksna River.

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in the Rybinsk Reservoir. The two largest were estimated at 800 to 1,000 tons. They had a spoon bow and a slanting funnel; the hulls were painted gray and the superstructures white. The vessels mounted several guns, some of them under canvas covers. They had been towed singly down the Sheksna River. The other four vessels were also painted gray and had a slanting funnel and raking stern. \*

25X1\*   Comment. For sketch of naval base, see annex. The 50 x 50-meter above ground basins are possibly identical with the underground basins. They were observed in the fall of 1948, perhaps in an unfinished state, while the underground basins were seen for the last time in the fall of 1949.

Attachment: Section of harbor installations in Cherepovets

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Legend: Harbor installations within the town district of Cherepovets.

- A. Town district of Cherepovets.
- B. Suburb of Bobrovski.
- C. Tank training ground.
- D. Drill ground of Military Academy.
- E. Military airfield.
- F. Flood area.
- G. Rybinsk Reservoir.
- H. Cheksna River.
- I. Double track railroad line to Leningrad.
- 2 and 3. Building sites for the aluminum works and their settlements (under construction in 1949).
4. Main road to the west in the direction of Suda?
5. PW Camp No 7137.
6. Storage shed of the SMU building firm.
7. Barracks installation quartering a tank unit.
8. Sawmill.
9. Red Star Metal Works.
10. Landing pier for passenger steamers.
11. Town park.
12. Military Academy.
13. Municipal Power Station.
14. Lumber quay with elevators.
15. Town Soviet.
16. Building site for the aluminum works.
17. Freight station.
18. Railroad station.
19. Marshalling yard.
20. Wooden road bridge across the valley, 500 to 600 meters long.
21. Railroad bridge, an iron structure.

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22. Branch of river or canal, about 10 meters wide.
- 23 and 24. Road bridges in flood area
25. Premises of ship-repair yard, called "Forge Harbor" or SRS.
26. Mill with brick stack, 30 meters high.
27. Butter dairy.
28. Oil tanks.
29. Pump station for oil and gasoline
30. Sawmill.
31. Grain depots.
32. Naval base with fueling plants from underground oil basins, barracks buildings and landing piers.
33. Convict camp, prior to 1949 PW Camp No 7158.
34. New railroad and highway bridge under construction since 1945. Its completion was rushed in 1949. The bridge, an iron structure resting on concrete piers, is about 180 to 200 meters long and 12 meters wide. A single-track railroad line runs over it.
35. Highway to Vologda.
36. Newly built road. In 1949, a section of about 2,000 meters of this road was completed between the shipyard and the bridge.
37. New road to airfield, broken stones on firm foundation.
38. Double-track railroad to Vologda.
39. Harbor installations with loading quays, cranes, and depot sheds.

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